



FLEET OF SEVEN OVERDUE VESSELS THAT MAY BE LOST.

ANY a staunch ocean vessel this stormy season has been missing for days and days, and here is a fleet of seven now thought to have gone down. The insurance premiums on these crafts have been increasing until now it is hardly possible to effect a reinsurance in London at any price.

The British steamship State of Georgia, the largest of the fleet, registering 1,619 net tons, left Dundee on December 23 last for Halifax. She was commanded by Captain Stewart and manned by a crew of about sixty men all told. She passed Dunnet's Head on December 28, and from that moment she has been lost to all human ken. It was surmised that she had been caught in one of the big ice fields, and a steamer was sent out from St. John, N. B., but after weeks of search the quest was abandoned.

The Sprott, a German steamer of 961 tons, under Captain Albrecht, left Newport News on February 9 for Hamburg, and nothing has been heard of her since then. She carried a general cargo and a crew of about twenty-five men.

Hope that the British steamer Fort William is still afloat is faint indeed. A command of Captain Dunlop, she steamed out of Shields on December 13 for New York, and that is the last known of her. She was 1,192 net tons burden and her crew numbered thirty men. Of an old-fashioned type, with a deep well forward of the bridge, it is more than likely the head seas tumbling over her bows battered in her bridge bulkhead.

The Ardbeg, 1,116 tons, Captain Nelson, from Baltimore, February 10, for Copenhagen, is another long overdue craft. She carried grain and was reinsured yesterday in London at a high premium. Thirty men numbered her company. She had no passengers so far as known.

The sailing ships that are now long missing include the American clipper ship T. F. Oaks. On July 4 she sailed out of Hong Kong for this port with a cargo well stowed. She measured 1,897 tons and carried a full suit of canvas. She was in command of Captain Reed and twenty-five men formed the crew. Nont once has she been seen since she left Hong Kong.

Cedric the Saxon, a British square-rigger of 1,619 tons, sailed out of this port for Padang and Bankok on September 10. Swas spoken on September 20 in latitude 39 degrees 50 minutes, and longitude 71 degrees 27 minutes, but since that time no tidings of the Saxon has been received. Captain Rees was her skipper and his crew probably numbered eighteen men.

JERSEY TURF MEN WERE SURPRISED.

Had No Idea That a Track Racing Bill Was to Be Introduced.

NOT AT ALL SANGUINE

It Is Altogether Too Late Now for the Measure to Be of Any Benefit.

The announcement in yesterday morning's papers that a track racing bill had been introduced in the New Jersey Legislature on Thursday failed to arouse more than a passing comment among those "in the know." Horsemen being of the opinion that the measure would be but short-lived. The great majority of the men prominent in the New Jersey racing world, identified with the affairs of the Hudson County Jockey Club, which is virtually the only local organization interested in New Jersey racing now that the Clifton race track has been sold, are out of town. Gottfried Walbaum is in the far West, Ed Kearney is at the Hot Springs of Virginia, and Fred Bauer, the president of the Hudson County Jockey Club, who has always been conspicuous in connection with the Clifton race track, is actively engaged in business in Brooklyn, but was not to be seen yesterday.

Men connected with the club said, however, that the racing bill had in no way emanated from the Hudson County Jockey Club, although Mr. Armbruster, who presented it, was elected from Hudson County. The measure was said to have been conceived by a group of men, and at the club's rooms it was stated that the news conveyed in yesterday morning's papers was all that had been heard of such a measure before the close of the session of the New Jersey Legislature.

From another source it was learned that Mr. Armbruster had stated positively, no longer ago than Thursday evening, that the measure he is fathering will surely pass the Legislature. This is, however, post-hoc by others in a position to know, and it is difficult to see how matters could be arranged.

What the Outcome Think.

Philadelphia, March 12.—Horsemen at the Iron Hill track today were not over sanguine at the prospects of a racing bill for New Jersey, this year at all events.

Starter Tom Flynn said: "You can quote me as saying that there is no more chance of the bill being passed than there is of the equal taxation bill, which is now pending, going through. Of course, the success of the Perry-Gray law, of which this measure is practically a copy, would argue in its favor, but I do not think there is a chance of its going through during the present session."

William J. Thompson ("Duke of Gloucester") said: "I have not been in Trenton or some time, and really have not read the bill, but from what I have heard it is a

measure that would seem to call for public approval.

"So far as my interests are concerned, I would be satisfied with such a law, but I think those behind it will find it something of a task to get it through. The court decisions on the Perry-Gray law argue strongly in its favor, for I understand it is based on similar lines. Personally, I don't think a credit system of betting could be made to work in these parts, but, of course, it might be."

Thinks It a Foolish Move.

Newark, N. J., March 12.—Counselor Samuel Kellish, who has conducted several battles in behalf of racing men in court, when seen at his home to-night declared that he knew nothing about the racing bill presented in the House yesterday by Mr. Armbruster of Hudson, beyond what he read in to-day's papers. He was positive that nobody had ever spoken to him about it. In view of the fact that the statutes for two years past or more have made racing a crime, and that the further prohibition of it is contained in the constitutional amendments to be voted on by the people, he thought the presentation of the bill was an act of folly.

JOCKEYS STILL BARRED.

Iron Hill Managers Refuse to Reinstate the Riders Now Under a Ban at the Outlaw Tracks.

Philadelphia, March 12.—The efforts that are being made to get the Iron Hill management to reconsider their ruling by which jockeys Burkholder, Deleahanty, Harbich, Rigby and Neel were sent into exile will be of no avail. This stand on the part of the management meets with general approval, for the effect of the ruling off has been cleaner racing than ever before in the history of the track, for jockeys, and owners, too, seem to realize that it will not do to take chances.

The day's racing, while devoid of sensational features, was of fair merit, and those who braved the trip found little chance to complain, as the winners were all well played, with the exception of Pearlina in the closing event.

Inauguration's defeat was due to the distance. He is a very bad actor at the post and does not begin any too well, while Oxia, who beat him, goes off like a quarter horse. At one time he was six lengths in front of him, but at the finish he was at his head, and in the stride beyond the line he was a neck in front. Over a journey of six furlongs this horse will be hard to beat from now on.

Quilla's showing was in marked contrast to his recent running. It was rumored that Andrews, who rode her, was armed with an electric battery, but the real reason for the improvement probably was that she was heavily backed.

Jockey H. Lynch has been suspended for crowding Ethel Farrell while riding Prince Potomac yesterday. The crowd certainly had no bearing on the result, and it looks a hardship to punish the boy when almost every race brings deliberate crowding. In fact, it is impossible to avoid it on a track of this sort.

Several horses, the property of R. J. Hutchinson, were sold by the Sheriff today. The prices realized were poor.

Whentcroft's \$25,000 Estate.

Application was made to the Surrogate yesterday for letters of administration to be issued to Adeline Stanshope Whentcroft on the estate of her husband, Nelson Whentcroft, the actor, who died from pneumonia March 2. The value of the estate is placed at \$25,000, which includes the Empire School of Acting. The deceased left an only daughter, Mrs. Whentcroft, who is the only heir.

At the Broadway A. C.

Solly Smith vs. Oscar Gardner—20 rounds.

Lon Beck with vs. Julius Mack—10 rounds.

Harry Stiles vs. Frank Bryant—10 rounds.

At the Polo A. C.

Billy Murphy vs. Augin Rice—20 rounds.

Jack Delaney vs. Frank Patterson—10 rounds.

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GOOD NEWS FOR CYCLISTS.

City and Park Authorities Promise Immediate Attention to Improving the Roads.

The Committee on Streets and Roads of the Associated Cycling Clubs of New York, who waited on the city and park authorities last Wednesday to demand certain reforms and needed concessions for the benefit of thousands of wheelmen of the metropolis, has apparently met with great success.

According to the lengthy report, the committee, which consisted of City Magistrate Charles C. Smith, Jr., president, A. C. C. Dr. W. K. Doty and C. W. Nanson, first had a meeting with Commissioner Haffen. They were successful in obtaining the latter's promise to have the roads and streets under his jurisdiction immediately looked after. He assured the committee that Featherbed lane would be macadamized by next month up to Jerome avenue. On West Chester avenue and One Hundred and Thirty-eighth street he promised to have laid strips of asphalt before April 1.

This ended the conference with Haffen. Subsequently, the committee got a hearing before Commissioner McMillan. He was equally agreeable to grant the concessions asked.

Central, Washington and Madison avenue bridges, he said, would receive the necessary improvements, and the obnoxious sprinkling will be stopped. Late in the afternoon secured an interview with General Collis. The improvements promised by him were that connections would be made from St. Nicholas avenue to the Hudson River bridge, and that the Hudson River bridge would be widened to the width of the Hudson River bridge, and that the Hudson River bridge would be widened to the width of the Hudson River bridge.

In conclusion General Collis further promised that a new bill showing all asphalt streets in the city, would be ready in a few days.

To-day's Probable Winners.

AT IRON HILL.

FIRST RACE—PRINCE POTOMAC, COLLISION.

SECOND RACE—FINN WATER, FIRST LIP.

THIRD RACE—GOLD DOLLAR, BOLLER.

FOURTH RACE—LITTLE JIM, MISS ORDWAY.

FIFTH RACE—TEKO, TYRONE.

SIXTH RACE—BELLE WASHINGTON, REPUBLIC.

ENTRIES AT IRON HILL.

Iron Hill, Md., March 12.—Following are the entries for to-morrow's races:

First Race—Six furlongs; selling.

Index.

100 Longbridge—120 400 Helena Bay—115

102 Reform—120 401 Hallie Gay—115

103 Tanya—120 402 Belvedere—115

104 Tanya—120 403 Prince Potomac—115

105 Columbia—115 404 Aunt Sally—115

106 Tanya—120 405 Old Age—115

107 Tanya—120 406 Old Age—115

108 Tanya—120 407 Old Age—115

109 Tanya—120 408 Old Age—115

110 Tanya—120 409 Old Age—115

111 Tanya—120 410 Old Age—115

112 Tanya—120 411 Old Age—115

113 Tanya—120 412 Old Age—115

114 Tanya—120 413 Old Age—115

115 Tanya—120 414 Old Age—115

116 Tanya—120 415 Old Age—115

117 Tanya—120 416 Old Age—115

118 Tanya—120 417 Old Age—115

119 Tanya—120 418 Old Age—115

120 Tanya—120 419 Old Age—115

Weather for To-day.

Fair and colder; brisk westerly winds.

MARITIME NEWS.

OUTGOING STEAMSHIPS.

SAIL TO-DAY.

Mails.

Vessels.

La Bretagne, Havre, 5:00 a. m.

Fulda, Genoa, 8:00 a. m.

Aurora, Liverpool, 9:00 a. m.

Island, Christianand, 11:00 a. m.

Weekendam, Rotterdam, 8:00 a. m.

Island, Christianand, 11:00 a. m.

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50, experienced a continuation of heavy adverse

gales, varying between W. S. W. and W. N. W.

thence moderate westerly winds and smooth sea.

At 10:30 a. m. a small schooner, the S. S. W.

26, with mds. and 17 cabin passengers to New

York Shipping Co. Arrived at the bar at 10:07

a. m. From Hatteras to Longline 18 had

variable head winds and westerly swell; from

thence to Long 41 encountered terrible weather,

strong to whole gales from west to W. N. W.

terrible hail squalls with hurricane force, tremen-

dous sea running, the wind slightly abating oc-

asionally, the backing to the S. S. W. then

hailing to the N. W. with renewed force; from

thence to the Grand Banks had strong N. W.

and W. N. W. winds, N. W. swell and cloudy

weather. From Long 68 to Long 64 had fog, rain

and hazy weather. March 7, lat. 44.41, lon.

42.57, passed an American Line steamer bound

east. Same date, lat. 44.25, lon. 43.31, a

Netherlands-American Line steamer bound east.

March 8, lat. 44.06, lon. 44.45, a John Deere

steamer bound east.

N. S. Nomadic (Br.), Clarke, Liverpool, Feb. 26,

with mds. to H. Maitland, Kew. Arrived at

the bar at 4:33 p. m. Had moderate to heavy

west-northwest and west-southwest gales, with

high seas, to Long 47 w. From thence to

port strong to light winds with moderate sea.

March 9, at 9:30 a. m., lat. 43.1, lon. 33.31 w.

in company with steamer Indiana, bound west.

March 9, at 11 a. m., lat. 42.30 n., lon. 53.56

w., met steamer Asafo (Br.), from St. John,

N. B., for Liverpool.

S. S. August Korf (Ger.), Buehner, Avonmouth,

Feb. 24 in ballast to Oost Hove, Arrived at

bar at 10:30 a. m. Had a succession of heavy

west-northwest and west-southwest gales, with

high seas, to Long 47 w. From thence to

port strong to light winds with moderate sea.

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